EMERGENCY PROCEDURES

Cessna 172S – N905CP

Engine Failure During Takeoff Roll

1. **Throttle ..... Idle.**
2. **Brakes ..... Apply.**
3. Wing Flaps ..... Retract.
4. Mixture ..... Idle Cut Off.
5. Ignition Switch ..... Off.
6. Master Switch..... Off.

Engine Failure Immediately After Takeoff

1. **Airspeed ..... 70 KIAS (Flaps Up) 65 KIAS (Flaps Down).**
2. Mixture ..... Idle Cut Off.
3. Fuel Shutoff Valve . Off (Pull Full Out).
4. Ignition ..... Off.
5. Wing Flaps..... As Required.
6. Master Switch ..... Off.
7. Cabin Door..... Unlatch.
8. Land..... Straight Ahead.

Engine Failure During Flight (Restart)

1. **Airspeed ..... 68 KIAS.**
2. **Fuel Shutoff Valve ..... On (Push full In).**
3. **Fuel Selector Valve.. Both.**
4. **Auxiliary Fuel Pump ... On.**
5. **Mixture ..... Rich (if restart has not occurred).**
6. Ignition Switch ..... Both (or START if propeller is stopped).

Forced Landing Without Engine Power

1. Passenger Seat Backs..... Most Upright Position.
2. Seats & Seat Belts ..... Secure.
3. Airspeed..... 70 KIAS (Flaps Up) 65 KIAS (Flaps Down).
4. Mixture ..... Idle Cut Off.
5. Fuel Shutoff Valve.. Off (Pull Full Out).
6. Ignition Switch ..... Off.
7. Wing Flaps .....As Required (30º Recommended).
8. Master Switch..... Off (when landing is assured).
9. Doors..... Unlatched Prior To Touchdown.
10. Touchdown….Slightly Tail Low.
11. Brakes..... Apply Heavily.

Precautionary Landing With Engine Power

1. Passenger Seat Backs..... Most Upright Position.
2. Seats and Seatbelts ..... Secure.
3. Airspeed ..... 65 KIAS.
4. Wing Flaps ..... 20º.
5. Select Field ..... Fly Over, noting terrain and obstructions, then retract flaps upon reaching a safe altitude and airspeed.
6. Avionic Master Switch and Electrical Switches ..... Off.
7. Flaps ..... 30º on Final Approach.
8. Airspeed ..... 65 KIAS.
9. Master Switch..... Off.
10. Doors ..... Unlatched Prior To Touchdown.
11. Touchdown .... Slightly Tail Low.
12. Ignition Switch..... Off.
13. Brakes..... Apply Heavily.

Engine Fire During Start

1. **Cranking ..Continue** to get a start which would suck the flames an accumulated fuel into the engine.

   If Engine Starts:
2. Power ..... 1800 RPM for a few minutes.
3. Engine.....Shutdown and Inspect for damage.

   If Engine Fails to Start:
4. **Throttle ..... Full Open.**
5. **Mixture ..... Idle Cut Off.**
6. **Cranking ..... Continue.**
7. **Fuel Shutoff Valve ..... Off (Pull Full Out).**
8. **Auxiliary Fuel Pump Switch.Off.**
9. Fire Extinguisher ..... Activate.
10. Engine Secure..... Secure.
    a. Master Switch ..... Off.
    b. Ignition Switch..... Off.
11. Parking Brake..... Release.
12. Airplane ..... Evacuate.
13. Fire ..... Extinguish using fire extinguisher, wool blanket, or dirt.
14. Fire Damage..... Inspect, repair damage or replace damaged components or wiring before conducting another flight.

Engine Fire in Flight

1. **Mixture ..... Idle Cut Off.**
2. **Fuel Shutoff Valve ... Pull Out (Off).**
3. **Auxiliary Fuel Pump Switch ..... Off.**
4. **Master Switch..... Off.**
5. Cabin Heat & Air ..... Off (Except Overhead Vents).
6. Airspeed..... 100 KIAS (If fire is not extinguished, increase glide speed to find an airspeed – within airspeed limitations – which will provide an incombustible mixture).
7. Forced Landing ..... Execute (as described in Emergency Landing Without Engine Power).

Electrical Fire in Flight

1. **Master Switch ..... Off.**
2. **Vents/Cabin Air/Heat . Closed**
3. **Fire Extinguisher..... Activate.**
4. Avionics Master Switch ..... Off.
5. All Other Switches (except Ignition switch) ..... Off.

Warning
After discharging fire extinguisher and ascertaining that fire has been extinguished, ventilate the cabin.

6. Vents/Cabin Air/Heat ..... Open when it is ascertained that fire is completely extinguished.

If fire has been extinguished and electrical power is necessary for continuance of flight to nearest suitable airport or landing area:

7. Master Switch ..... On.
8. Circuit Breakers .....Check for faulty circuit, Do Not Reset.
9. Radio Switches ..... Off.
10. Avionics Master Switch..... On.
11. Radio/Electrical Switches .. On one at a time, with delay after each until short circuit is localized.

Continue on back.

Cabin Fire

1. **Master Switch.....Off.**
2. **Vents/Cabin Air/Heat . Closed** (to avoid drafts).
3. **Fire Extinguisher..... Activate.**

Warning
After discharging fire extinguisher and ascertaining that fire has been extinguished, ventilate the cabin.

4. Vents/Cabin Air/Heat….Open when it is ascertained that fire is completely extinguished.
5. Land the airplane as soon as possible to inspect for damage.

Wing Fire

1. **Landing/Taxi Lights.....Off.**
2. **Navigation Lights.....Off.**
3. **Strobe Lights.....Off.**
4. **Pitot Heat .....Off.**

Note
Perform sideslip to keep flames away from the fuel tank and cabin. Land as soon as possible using flaps only as required for final approach and touchdown.

Icing

1. **Turn Pitot Heat .....On.**
2. **Turn back or change altitude** to obtain an outside air temp that is less conducive to icing.
3. **Pull cabin heat control to full out and open defroster outlets** to obtain maximum windshield defroster airflow. Adjust cabin air control to get maximum defroster heat and airflow.
4. Watch for signs of engine-related icing conditions. An unexplained loss in engine speed could be caused by ice blocking the air intake filter, or, in extremely rare instances, ice completely blocking the fuel injection air reference tubes. Change the throttle position to obtain maximum RPM. This may require either advancing or retarding the throttle, dependent on where ice has accumulated in the system. Adjust mixture as required for maximum RPM.
5. Plan a landing at the nearest airport. With an extremely rapid ice build-up, select a suitable “off airport” landing site.
6. With ice accumulation of ¼ inch or more on the wing leading edges, be prepared for significantly higher stall speed and a longer ground roll.
7. Leave wing flaps retracted. With a severe ice build-up on the horizontal tail, the change in wing wake airflow direction caused by wing flap extension could result in a loss of elevator effectiveness.
8. Open left window and, if practical, scrape ice from a portion of the windshield for visibility in landing approach.
9. Perform landing approach using a forward slip, if necessary, for improved visibility.
10. Approach at 65 to 75 KIAS depending upon the amount of accumulation.
11. Perform a landing in level attitude.

Ditching

1. Radio .....Transmit Mayday on 121.5 giving location and intentions and squawk 7700.
2. Heavy Objects (in baggage area).....Secure or Jettison (if possible).
3. Passenger Seat Backs ..... Most Upright Position.
4. Seats and Seat Belts .....Secure.
5. Wing Flaps.....20º to 30º.
6. Power..... Est. a 300 FPM descent at 55 KIAS.

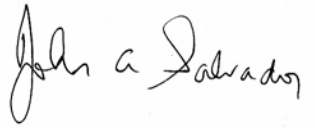
Note
If no power is available, approach at 70 KIAS with flaps up or at 65 KIAS with 10º flaps.

7. Approach:
   High winds, heavy seas .. Into the Wind.
   Light winds, heavy swells..... Parallel to swells.
8. Cabin Doors.....Unlatch.
9. Touchdown .....Level attitude at established descent rate.
10. Face ....Cushion at touchdown with folded coat.
11. ELT..... Activate.
12. Airplane .....Evacuate through cabin doors. If necessary, open window and flood cabin to equalize pressure so doors can be opened.
13. Life vests and raft ..... Inflate when clear of airplane.

For all other Emergency Abnormal Procedures. See the POH Section 3.

This checklist is a guide to coordinate Pilot Operating Handbook and STC data applicable to this particular aircraft only. The applicable Pilot Operating Handbook and STC installations remain the official documentation for this aircraft.
The pilot in command is responsible for complying with all items in the Pilot Operating Handbook and applicable STCs.

I certify this checklist has been reviewed for accuracy.



For the _____ **1/06/2006**
Wing Director of Maintenance **Date**